

TOP SECRET

PAGE ONE

IDEALIST/JACKSON BRIEFING NOTES.INTRODUCTION

. THIS IS YOUR BRIEFING FOR THE IDEALIST/JACKSON PROJECT. IDEALIST IS THE CODE*WORD FOR THE RECONNAISSANCE PROJECT WITHIN CIA USING THE U-2 VEHICLE. JACKSON IS THE CODE-WORD OF [REDACTED] PARTICIPATION IN 25X1C PROJECT IDEALIST. THIS BRIEFING WILL CONSIST OF FOUR PARTS :

- A. SOMETHING OF THE U-2 AND ITS ASSOCIATED EQUIPMENT.
- B. SOME HISTORY OF THE PROJECT
- C. GENERAL INFORMATION ABOUT THE UNIT AT EDWARDS AFB INCLUDING REFERENCE TO THE [REDACTED] DETACHMENT WITH THAT UNIT.
- D. RECENT DEVELOPMENTS TO ARTICLE EQUIPMENT.

CHART #1 : DPD ORGANISATION

2. I WILL START IN THE ACCEPTED MILITARY FASHION WITH AN ORGANISATION CHART OF THIS HEADQUARTERS - IN THE CONTROL CENTRE OF WHICH YOU ARE NOW SITTING. AS YOU SEE.....etc.

CHART #2 : THE U-2

3. SO AS TO PUT THE REST OF THIS BRIEFING IN THE RIGHT PERSPECTIVE I WILL NOW GIVE A BROAD DESCRIPTION OF THE U-2 AND SOME EXAMPLES OF THE PRODUCT.....POINT TO RANGES, ALTITUDES etc., ON CHART.

CHART #3 : COMPONENTS AND SYSTEMS DEVELOPMENTS.

4. POINT TO ENGINES, CAMERAS... ELECTRONICS....etc.

CHART # 4 : B CAMERA

5. I HAVE TAKEN THE B CAMERA SYSTEM AS AN EXAMPLE AS IT IS THE NORMAL SYSTEM USED OVER DENIED TERRITORY BOTH BECAUSE OF ITS VAST AREA COVERAGE AND ITS EXCELLENCE OF RESULTS. THE SYSTEM CONSISTS OF ONE CAMERA WHICH MOVES THROUGH SEVEN DIFFERENT POSITIONS ABOUT THE LONGITUDINAL AXIS, THUS SWEEPING HORIZON TO HORIZON. THERE ARE IN FACT FOUR DIFFERENT MODES OF OPERATION WITH THIS INSTALLATION :

25X1D

TOP SECRET

~~TOP SECRET~~CHART #5 : B CAMERA ON MODE ONE FILM EXAMPLE

6. POINT OUT HORIZON LINE OF SIGHT COVERAGE ETC...FIGURES ON CHART.

CHART #6 : B CAMERA EXAMPLE VERTICAL FILM BLOW-UP.CHART #7 : TRACKER CAMERA

7. THE TRACKER CAMERA IS NORMALLY CARRIED IN ADDITION TO THE MAIN CAMERA INSTALLATION FOR A PARTICULAR MISSION. IT IS RUN CONTINUOUSLY AND IT IS INVALUABLE AS A QUICK CHECK ON MISSION TRACKING, ON CLOUD COVERAGE ENCOUNTERED AND POSSIBLY ADVANCE INFORMATION ON ITEMS OF INTELLIGENCE INTEREST.

25X1D

CHART #8 : TRACKER FILM EXAMPLE

8. 

SUMMARY PART A.

9. YOU WILL HAVE REALISED FROM THE FOREGOING THAT THE U-2 HAS A VERY FINE RECONNAISSANCE CAPABILITY INDEED. I WOULD LIKE TO STRESS AT THIS POINT THAT IT IS IN FACT THE ONLY MANNED VEHICLE AVAILABLE TO THE WEST AT THIS TIME WHICH POSSESSES THIS CAPABILITY IN TERMS OF RANGE, ALTITUDE OVER DENIED TERRITORY AND PHOTOGRAPHIC EQUIPMENT.....AND OF COURSE, AS A MANNED AIRCRAFT IT HAS A TACTICAL AND GENERAL OPERATIONAL FLEXIBILITY OF EMPLOYMENT WHICH IT IS NOT YET POSSIBLE TO ACHIEVE WITH A MISSILE LAUNCHED CAPSULE.

~~TOP SECRET~~

PART TWO~~TOP SECRET~~HISTORY

TURNING FOR A MOMENT FROM THE AIRCRAFT I WOULD LIKE TO SHOW YOU THIS CHART GIVING SOME HISTORY OF IDEALIST ACTIVITY.

CHART #9 : HISTORY ACTIVITY * a good pause to digest.

2. IN AUGUST 1956 A DETACHMENT WAS SET UP AT ADANA, TURKEY. THE MISSIONS PRIOR TO THIS WERE FLOWN OUT OF GERMANY. IN FEB. 1957 A DETACHMENT WAS SET UP AT SUKE, JAPAN AND THROUGH THIS TIME THERE WAS A TECHNICAL DEVELOPMENT BASE AT EDWARDS.
3. THE ADANA UNIT WAS WITHDRAWN SHORTLY AFTER THE POWERS INCIDENT ON 1 MAY, 1960, AS WAS THE UNIT FROM JAPAN.
4. A [REDACTED] DETACHMENT WAS AT ADANA BETWEEN DEC. 58 AND MAY 60. IT CONSISTED OF FOUR PILOTS, ONE NAVIGATOR FLIGHT PLANNER AND A MEDICAL OFFICER. THIS DET. WAS FULLY INTEGRATED WITH THE U.S. UNIT.
5. DURING THE PERIOD THEY ACCOMPLISHED A TOTAL OF 29 HQS. DIRECTED MISSIONS :

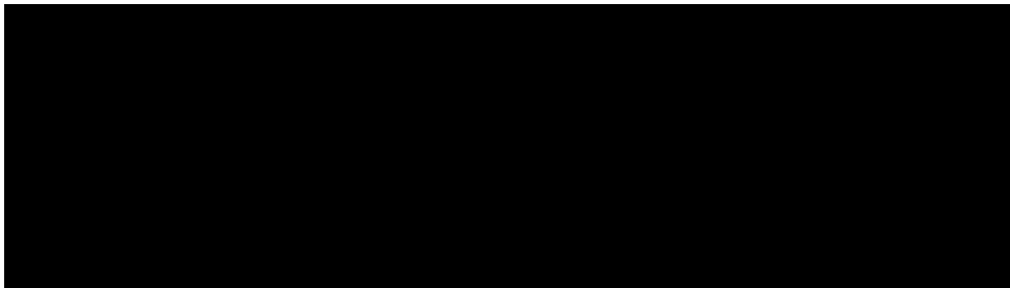
USSR OVERFLIGHTS	2.
PERIPHERAL [REDACTED] MSNS	5. (INCLUDING DIVERSIONS FOR OVERFLIGHTS)
MIDDLE EAST PHOTO MSNS	17.
WEATHER SORTIES	5.

YOU WILL NOTICE THAT THE MIDDLE EAST FLIGHTS CONTINUED UNTIL SHORTLY BEFORE THE FATL FLIGHT OF 1 MAY, 1960.

CHART # 10 : PHOTOGRAPHIC COVERAGE DENIED AREAS - COMMENT.

CHART # 11 : [REDACTED] MISSIONS - COMMENT.

25X1C



TOP SECRET

PAGE FOUR

PART THREEPRESENT UNIT AT EDWARDSCHART #12- PHOTO EDWARDS NORTH BASE

1. THIS IS THE HOME AND MAIN BASE OF THE U-2 Unit, DETACHMENT G, AS IT IS NOW CALLED, ALTHOUGH THE NOTICE OUTSIDE THE GATE READS: PROVISIONAL WEATHER SQUADRON #4 - USAF..
2. EDWARDS NORTH BASE IS SITUATED ABOUT EIGHT MILES NORTH OF EDWARDS MAIN BASE AND IS ON THE EDGE OF THE ROGERS DRY LAKE IN THE MOJAVE DESERT, CALIFORNIA. IT IS ABOUT NINETY MILES NORTH-EAST OF LOS ANGELES.
3. THIS IS WHERE AIRCRAFT, PILOTS AND SUPPORTING ELEMENTS ARE BASED. THEY HAVE THE STAGING GEAR AND THE MISSION TO ENABLE THEM TO DEPLOY RAPIDLY TO ANY PART OF THE WORLD AS REQUIRED.

CHART #13 - ASSIGNED PERSONEL AND AIRCRAFT - Pause

4. THIS CHART GIVES YOU AN IDEA OF THE MAKE UP OF THE UNIT. IT IS COMMANDED BY A LT. COL. USAF. HE HAS AN OPERATIONS STAFF AND A MAINTENANCE OFFICER ALL OF WHOM ARE USAF; ALL THE REST OF THE PERSONNEL ARE CIVILIANS. THE PILOTS, ADMINISTRATIVE AND SECURITY OFFICERS ARE CIA. THE MAINTENANCE PERSONNEL AND SECURITY GUARDS ARE LOCKHEED EMPLOYEES.

25X1C8a

25X1C8a

6. HOWEVER THE [REDACTED] EXPRESSED A DESIRE TO REMAIN IN THE PROJECT AND TO THIS END ENTIRELY NEW PERSONNEL WERE SELECTED FOR TRAINING.
7. DURING DECEMBER, 1960, TWO PILOTS AND A M.O. ARRIVED IN THE U.S. AND AFTER MEDICAL TESTS AND EVALUATION THE PILOTS WENT TO LAUGHLIN AFB IN TEXAS WHERE THE SAC U-2 UNIT IS LOCATED. BETWEEN JANUARY AND JUNE 1961 THE PILOTS CONVERTED TO THE U-2 AT LAUGHLIN AND IN JUNE HAVING SUCCESSFULLY COMPLETED THE INITIAL TRAINING PHASE THEY MOVED TO EDWARDS NORTH BASE. HERE TOGETHER WITH THE M.O AND A NEWLY ARRIVED NAVIGATOR FLIGHT/PLANNER, THEY ENGAGED IN AN OPERATIONAL TRAINING PHASE AND CHECK-OUT IN THE U-2c FITTED WITH THE J75 ENGINE. THEY WERE DECLARED OPERATIONAL AS A TEAM AT THE END OF JULY.
8. SINCE THAT TIME THEY HAVE SETTLED DOWN WELL AND HAVE BEEN FAIRLY WELL INTEGRATED WITH THE UNIT. THEY HAVE CONTINUED WITH NORMAL U-2 AND T-33 CONTINUATION TRAINING, FLOWN THREE HQS. DIRECTED BY [REDACTED] AND TAKEN PART IN A FERRY MISSION TO MIDWAY. THEY ARE READY AND EAGER TO ACCOMPLISH SOMETHING REALLY WORTH WHILE.

25X1X3

TOP SECRET

TOP SECRET

PAGE FOUR

25X1C8a 9. LIVING ENVIRONMENT THE [REDACTED] PERSONNEL LIVE TO ALL INTENTS AND PURPOSES AS CIVILIANS. THEY LIVE IN PRIVATE HOUSES IN THE TOWN OF LANCASTER WHICH IS SITUATED ABOUT THIRTY EIGHT MILES FROM THE BASE. THEY ARE EXCLUDED FROM ALL BASE ACTIVITIES AND PRIVILEGES AND ARE DISCOURAGED FROM APPEARING ON THE MAIN BASE. THIS IS A SIMILAR ARRANGEMENT TO THAT ENJOYED BY THE PILOTS AND OTHER CIVILIANS OF THE UNIT. THEY ARE FAIRLY CONTENT WITH THEIR CIRCUMSTANCES AND HAVE NO FINANCIAL PROBLEMS. THEY RECEIVE A SPECIAL

25X1C8a ALLOWANCE, IN ADDITION TO THE NORMAL [REDACTED] ALLOWANCE PAYABLE IN THE US, TO REIMBURSE THEM FOR THE LOSS OF BASE PRIVILEGES AND FOR THE LONG WAY THAT THEY HAVE TO TRAVEL TO AND FROM WORK. THE ARRANGEMENTS HAVE WORKED VERY WELL INDEED AND THEIR PRESENCE IN LANCASTER HAS NOT AROUSED ANY INTEREST OR PUBLICITY

25X1C4a 10. [REDACTED]

25X1C4a [REDACTED] THIS ARRANGEMENT SATISFIES THE BASE BUREAUCRACY AND PROVIDES ADEQUATE BACKGROUND FOR PUBLICITY WHICH MIGHT BE BROUGHT ABOUT BY AN ACCIDENT OR FORCED LANDING. IF ALL ELSE FAILS AND A STATEMENT

25X1C8a IS REQUIRED THEY ARE OFFICERS OF THE [REDACTED] WASHINGTON. THEY ARE ON DETACHED DUTY, FLYING AND EVALUATING VARIOUS TYPES OF AIRCRAFT IN THE U.S. INVENTORY, OF WHICH THE U-2 IS ONE. THE OPPORTUNITY TO FLY AND EVALUATE THIS VERSATILE AND INTERESTING AIRCRAFT HAS BEEN MOST WELCOME.

TOP SECRET